A DOCILE CREATURE. (Interesting Incident in the Experience of Mr. Home-press ) When I was up in London, as it happened t'other From Richmond back droo Hammersmith to town upon my way,
When I'd got zumm ut past the Bridge, a new
sight there I see,
A Pig a foller'n of a man, as willun as could be.

A regamusin kind o' chap the feller was to View; His four-legged follerer by fur the cleanest o' the two However, that there man had got command o' that ere Hog. As truted along arter un like any spannel dog.

A shity-brownish colored Pig, looked nigh about five score; out, big or little, silen a Pig I never see'd afore. I'd heerd about a sportsman as for pointer had a sow, Which story you may doubt on, but I quite believes it now.

Sometimes Pig lagged behind a bit, then on again a'd run.
Soon as his master whistled to 'n, and cut to heel like fun. I wonder, now, if ever they'll put up that Pig I thinks I shouldn't have the heart to kill a Pig

That there Pig and the Larned Pig's relations, I should say,
His teachun 'codn't, anyhow, be all on 't
throw'd away.
Was other Pigs all silch as that, we mightn't gridge the State
To saddle we poor farmers wi' a eddication rate. Ben Dizzy, don't you wish your pigs as close 'oed foller you, And let you eddicate 'um in the way you'd 'um E00 ? But your pigs be pig-headed Pigs, that must be drove wi' blows—
They wan't be led, onless 'tis when you leads

## FREE TRADE FIGURES.

am by the nose .- Punch

The English Import of Brendstuffs and the Relation of American Exports Thereto.

From the Iron Age, June 18,

The World, of a few days ago, has a long article pointing out what it regards as an alarming fact, that "Europe has largely supplanted us in the supply of breadstuffs" to Great Britain; and it presents a table showing the amount received from the principal foreign suppliers of breadstuffs to the British market. It appears from its figures that during the first and last years of the term taken by the World, the countries named exported breadstuffs to England in the following amounts: --

Prussia cwts. 5 076 606 France cwts. 1 482 424 Egypt......ewis. 2 023, 152 United States......ewis. 21, 173 474 4.880.842

From this it appears that while the import of breadstuffs from Prussia has, within the six years, increased one-fifth, from Russia twothirds, from France five-fold, from the United States it has decreased nearly two-thirds, the amount exported in 1866 being little more than one-third that shipped in 1861. And while in 1861 the amount supplied by the United States to England exceeded, by 30 per cent, the aggregate of the amount supplied by all the other countries named, in 1866 it did not amount to one-fourth the quantity furnished by these countries.

Now, when we mention, as we do still on the authority of the World, that the United States crops of 1866 were computed as follows:

Wheat Rye Barley	eat		75 000,000 21 000,000 11 300,000
		1.0	98,100,000

which would represent about six hundred and fifty-eight millions of hundred weights, it will be seen how utterly unimportant our export trade in this article was-as well in 1861 as in 1866. In the latter year it was a fraction too contemptible for notice, being little more than one per cent. In the former it possibly amounted to 3 per cent, of the grain production of the country !

And to command this market for one or two per cent, of the total amount of our grain production, the World would have the farmers of the Northwestern States keep up the vain competition they have for years been attempting with the ill-paid labor of the Russian, Prussian, and French farm laborers. the great disadvantages of geographical position under which the American grain grower labors, this journal would still incite him to continue a contest from which even the halfstarved Irish peasant, within a hundred miles of Liverpool, has retired in disgust, finding the culture of wheat against such competition

The World is careful not to tell its farmer friends that in order to obtain this market for one or two per cent. of their grain production, they are compelled to accept the prices of the British market as the rate for regulating the value of their entire crop, the Liverpool quotation forming the standard which rules the

prices throughout the country. But there is another thought suggested by the figures of the World. The year 1866, which was marked by the small amount of our exports of breadstuffs, was also distinguished by the large amount of our importations of foreign merchandise. These importations were

as follows:-\$428,600,000

Add to this sum 20 per cent for undervaination..... The decline in our exportation of breadstuffs

cannot, therefore, be attributed to any diminution in our purchases from England; on the contrary, the very year that we have bought the most manufactures from her she has bought the least breadstuffs from us. Simply because she only buys our food when she cannot help it; and then she will buy it whether we purchase her cloths and cutlery or not.

We wish the farmers who read the teachings of the New York World and Post and Chicago Tribune, and such journals, would only consider what is the net value to them of this English market. If they did, they would reject it not only as unworthy of their notice, but as positively injurious to them. The total amount of breadstuffs exported from this country to Great Britain in 1866 was, as we have seen, 7,869,842 cwts, or about 15,000,000 bushels, which did not average the grower a net price of 60 cents per bushel at his farm, and would make the entire value about \$9,000 000, being about \$50,000,000 short of the amount required to pay the manufacturers of Europe for the importations of a single

HAYTI TIGHTY .- The Committee will have been pained to learn by telegram received at Liverpool on Thursday, that:-

"Anarchy reigned at Port au Princo, and the stores had been pillaged and many civilians shot. The British Consul was endeavoring to gtop the outrages when the steamer nailed." As Hayti is not a British possession, the Jamaica Committee, if the British Consul shall be found to have taken the law into his

own bands when anarchy was reigning at

Port-au-Prince, and to have stopped the out-

rages by what they may consider too strong m asares, will be unable to prosecute him.

Chief Justice Chase's Record.

Our statement some time since, to the effect that Chief Justice Chase had "pulled in harness" with every party in existence for thirty years past has encountered numerous denials from Democratic sheets, which have asserted that he has always acted with them except on the slavery question. The well informed Washington correspondent of the Syracuse Journal writes:-

A prominent Republican, long associated with Mr. Chase in the Liberty party and Free Soil movements, has given me some facts relating to Mr. Chase's Democracy, which are

of interest at this time:— Mr. Chase's first Presidential vote was cast in 1836, for General Harrison, a Whig, running against Van Buren, a Democrat. In 1840 he voted for Harrison.

In 1844 he voted for James G. Birney, nominee of the Liberal party. In 1848 he voted for Martin Van Buren, in the Free Soil combination against Taylor and

In 1852 he supported John P. Hale, a nominee of the Free Soflers.

In 1856 he supported John C. Fremont. Since, he voted for Lincoln. In 1849 he was elected Senator from Ohio

by a combination between the Free Soilers and In 1857 and and 1859 he was elected Gover-

nor of Ohio by the Republicans. The Presidential disease he now has so

badly, is chronic, and continued for many Certainly as far back as 1847, he had an acute attack. At that time, and ever since, his chief efforts seem to have been to turn towards some sort of a coalition whereby he would reach the leadership of a strong party. In 1851 he was in Cleveland when the Free Soil leaders were preparing for their Convention at Pittsburg, and strongly urged upon them a coalition with the Democracy. This, too, in spite of the fact that the party was fully committed to the infamous Fugitive Slave

Afterwards, when the Know-Nothing movement assumed large proportions, Mr. Chase, then in the Senate, tried his utmost to persuade the venerable Dr. Bailey, editor of the National Era, to throw the great weight of his paper and personal influence in favor of the Know-Nothing party. The object was to make the Free Soilers a controlling influence, and, as Mr. Chase stated, thereby make him their candidate for the Presidency, Dr. Bailey was so importuned by the ambitious Senator that he had almost to quarrel with him in order to stop the annoyance.

At any time thereafter Mr. Chase was ready to enter combinations with any party that could give his ambition a fair chance. He hankered chiefly after the Democracy, probably because he knew they were as unscrupulous as he himself appears to be.

It is hardly necessary to recall the facts of Mr. Chase's desire to let the South go in peace, until the indignation of the people was too great for any popularity to withstand. Later in the conflict there is little doubt Chase would have consented to a recognition of the Confederacy rather than continuance of the war.

When Hon. Martin F. Conway, of Kansas, made his second speech in the House, virtually declaring the war a failure from the antislavery standpoint, and at the close, offering resolutions looking toward peace, at the expense of dissolution, I know from Mr. Conway himself, that both speech and resolution were submitted to Mr. Chase, and its delivery advised by him. When it fell flat, Conway was deserted by all the pseudo-radicals, who had egged him on.

When the movement was pending to bring Chase forward against Mr. Lincoln in 1864, a campaign life of the Secretary of the Treasury was prepared under his own supervision. A strong point in this document, was quite an orate attempt to prove Mr. Chase to have been an original Democrat, before that party became utterly pro-slavery.

## PRINCIPAL DEPOT

FOR THE SALE OF

United States Revenue Stamps,

NO. 204 CHESNUT STREET.

CENTRAL DEPOT.

NO. 108 SOUTH FIFTH STREET,

(One door below Chesnut street).

ESTABLISHED 1862.

Our steck comprises all the denominations printed

ALL ORDERS FILLED AND FORWARDED BY CEIPT, a matter of great importance,

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Orders received for Stamped Chacks, Drafts, Receipts, Bill Heads, etc., and the best rates of combuls-sion allowed. We have constantly on hand

UNITED STATES POSTAGE STAMPS OF ALL KINDS, AND STAMPED ENVELOPES.

## OHN CRUMP.

CARPENTER AND BUILDER, SHOPS: NO. 213 LODGE STREET, AND NO. 1753 CHESNUT STREET,

PHILADELPHIA

for the same.

RAILROAD LINES,

SUNDAY EXCURSION TO THE SEA!

Camden and Atlantic Railroad.

THE SUNDAY MAIL TPAIN FOR ATLANTIC CITY will be continued as usual, until further notice leaving VINE STREET FERRY at 7 30 A. M.

Returning, will leave Atlantic City at 4'20 P. M. Fare to Allantic City, \$200. Round trip tickets good to return Sunday evening or Monday mora-

D. H. MUNDY.

AGENT. NORTH PENNSYLVANIA RAILROAD .-THE MIDDLE ROUTE.—Shortest and most cirect line to Bethlehem, Easton, Allentown, Mauch Chunk, Hazleton, White Baven, Wilkesbarre, Mahanoy City, Mount Carmel, Pittston, scrantom, Carbondale, and all the points in the Lehigh, and Wyoming Coal Region. dale, and all the points in the Lenigh and Wyoming Coal Region.

Passenger Depot in Philadelphia, N. W. corner of BERKS and AMERICAN attests.

SUMMER ARRANGEMENT—ELEVEN DAILY TRAINS—On and after WEDNESDAY, May 12, 1863, Passenger Trains leave the New Depot, corner of BEBKS and AMERICAN streets, daily (Sundays expected) as follows:

epted), as follows:-At 645 A. M.-Accommodation for Fort Wash-

cepted), as follows:—
At \$45 A, M.—Accommodation for Fort Washington.
At 7.45 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania holiroad, connecting at Bethlehem with Lehigh Valley and Lehigh and Susquehanna Railroads for Easton, Allentown, Catasauqua, Statington, Mauch Chunk Weatherly, Jeanesville, Hazieton. White Haven, Wilkeabarre, Eingston, Pitston, Scranion, Carbon dale, and all points in Lehigh and Wyoming Valleys; also in connection with Lehigh and Wyoming Valleys; also in connection with Lehigh and Mahanoy Railroad for Mahanoy City; and with Catawissa Railroad for Rupert Danville, Militon, and Williamsport. Arrive at Mahanoy City; and with Catawissa Railroad for Rupert Danville, Militon, and Williamsport at 3 P. M.; scranton at 4%5 P. M., at Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley Train, passing Bethlehem at 1155 A. M. for Easton, and points on New Jersey Central Railroad to New York.
At 845 A, M.—Accommodation for Doylestown, stopping at all intermediate Stations, Passengers for Willow Grove, Hatooro' and Hartsville, by this train take Stage at Oid York Road.

At 1020 A, M.—Accommodation for Fort Washington, stopping at all intermediate Stations.
At 145 P, M.—Lehigh Valley Express for Bethlehem, Allentown, Manch Chunk, White Haven, Wilkesbarre, Mahanoy City, Centralia, Shenandoah, Mt. Carmel, Pittston and Scranton, and all points in Mahanoy and Wyoming Coal Regions.
At 235 P, M.—Accommodation for Doylestown, stopping at all intermediste stations, Passengers for Bethlehem, Ep.ton, Alientown, Mauch Chunk, Wilkesbarre, And Sortanton, Passengers for Bethlehem, Ep.ton, Alientown, Mauch Chunk, Wilkesbarre, And Scranton, Passengers for Bethlehem, Ep.ton, Alientown, Mauch Chunk, Wilkesbarre, And Scranton, and Hartsville lake stage at Abington.
At 500 P, M.—Through accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove. Hatboro, and Hartsville lake stage at Abington.

bem and all stations of main line of North Pennsylvania Railroad, connecting at Bethiehem with Lebigh Valley Evening Train for Easton, Alientown, At 6 20 P. M.-Accommodation for Lansdale, stopoing at all intermediate stations.
At 11'80 P. M.—Accommodation for Fort Washing-TRAINS ARRIVE IN PHILADELPHIA.
From Bethjehem at 9 00 A. M., 11 50 Noon, 200

From Bethiehem at 9 00 A. M., 11'50 Noon, 2'00 and 8'80 P. M. 11'50 A. M. and 2'00 P.M. Trains makes direct connection with Lehigh Valley and Lehigh and Susquehauna trains from Easton, Scranton, Wilkesbarre, Mahony Passengers leaving Wilkesbarre at 130 P. M. con-nect at Bethlehem at 605 P. M., and arrive in Phila-delphia at 830 P. M.

eiphia at 8:30 P. M. From Doylestown at 8:25 A. M., 5:00 and 7:00 P. M. From Lansdale at 7:30 A. M. From Fort Washington at 9:30, 10:45 A. M. and 8:25 ON SUNDAYS.

P. M.

ON SUNDAYS.

Philadelphia for Bethiehem at 9:30 A. M.

Philadelphia for Doylestown at 2:00 P. M.

Doylestown for Philadelphia at 7:00 A. M.

Bethiehem for Philadelphia at 4:30 P. M.

Pith and Sixth Streets Passenger Cars convey passengers to and from the new depot.

White Cars of Second and Third Streets Line and Union Line run within a short distance of the depot.

Tickets must be procured at the Ticket office, in order to secure the lowest rates of are.

ELLIS CLARK, Agent.

Tickets sold and Baggage checked through to prin Tickets sold and Baggage checked through to prin cipal points, at Mann's North Pennsylvania Baggage Express Office. No. 105 S. FIFTH Street.

Express Office. No. 105 S. FIFTH Street.

DHILADELPHIA, WILMINGTON AND BAL
TIMORE RAILROAD.
TIME TABLE,
commencing MONDAY, April 13, 1858. Trains will
leave Depot corner of BROAD Street and WASHINCTON Avenue as follows:

Way-Mail Train at 8:30 A. M. (Sundays excepted)
for Baltimore, stopping at all Regular Stations, connecting with Delaware Railroad at Wilmington for
Crisseld and Intermediate Stations.

Express Train at 12:00 M. (Sundays excepted) for
Baltimore and Washington, stopping at Wilmington,
Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 3:30 P. M. (Sundays excepted) for
Baltimore and Washington, stopping at Chester,
Thurlow, Linwood, Claymont, Wilmington, Newport,
Stanton, Newark, Elkton, Northeast, Charlestown,
Perryville, Havre-de-Grace, Aberdeen, Perryman's,
Edgewood, Magnolia, Chase's and Stemmer's Run.
Night Express at 11:00 P. M. (Daily) for Baltimore
and Washington, stopping at Perryville and Havrede-Grace. Connecte at Wilmington (Saturdays excepted) with Delaware Railroad Line, stopping
at New Castle, Middletown, Clayton, Dover,
Harrington, Seaford, Salisbury, Princess Anne, and
connecting at Crisfield with Boat for Fortress Monroe, Norfolk, Portsmonth, and the South.

Passengers for Fortress Monroe and Norfolk via
Baltimore will take the 12,00 M, Train, Via Crisfield
will take the 11:0 P, M, train.

WILMINGTON TRAINS.

Stopping at all, stations between Philadelphia and
Wilmington.

Stopping at all, stations between Philadelphia and

Stopping at all, stations between Philadelphia and Wilmington.

Leav: Philadelphia at 11:00 A, M., 2:30, 5:00, 7:00, and 11:30 (daily) P. M. The 5:00 P. M. Train connects with Delaware Raliroad for Harrington and intermediate stations.

Leave Wilmington 7:00 and 8:10 A. M. (daily), 1:30 4:18, and 7:30 (daily) P. M. The 8:10 A. M. (Train will not stop between Chester and Philadelphia.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baitimore 7:25 A. M., Way-Mail; 9:40 A. M., Express; 2:25 P. M., Express; 6:35 P. M., Express; 8:56 P. M., Stopping at Havre-de-Grace, Perryville, and Wilmington, Also stops at North-East, Elkton, and Newark to take plasseagers for Philadelphia and leave passeagers from Washington or Baitimore, and at Chester to leave passengers from Washington or Baitimore, and at Chester to leave passengers from Washington or Baitimore, and at Chester to leave passengers from Washington or Baitimore, and at Chester to leave passengers from Washington or Baitimore, and at Chester to leave passengers from Washington or Baitimore, and at Chester to leave passengers from Washington or Baitimore, and at Chester to leave passengers from Washington or Baitimore, and at Chester to leave passengers from Washington or Baitimore, and at the Ticket Office, No. 328 CHESNUT Street, under the Continental Holel, where, also, state rooms and bertha in sleeping cars can be secured during the day. Persons purch sing tickets at this office can have their baggage checked at their realdence by the Union Transfer Company 48?

Leave Baitimore and Read Wilmington Persons purch sing tickets at the Flocket office.

HOR CAPE MAY VIA WEST JERSEY RAIL

CAPE MAY VIA WEST JERSEY RAILROAD.—From toot of MARKET Street (Upper
Ferry). Commencing THURSDAY, July 2, 1888.
Trains leave as follows for Cape May:

5:00 A. M., Cape May Express, due at 12:25 (noon),
15:15 P. M., Cape May Express, due at 12:25 (noon),
6:30 A. M., Moraing Mail, due at 10:00 A. M.
5:00 P. M., Cape May Express, due at 2:2 P. M.
Sunday Mail and Passenger train leaves Philadelphin at 1:15 A. M. Refurning leaves Cape Island at
5:10 P. M. Excursion Tickets 8:3.
Cape May Freight trains leave Camden daily at
9:20 A. M., and Cape Island at 6:45 A. M.
Communation Tickets between Philadelphia and
Cape May, at the following rates:

Annual Tickets, \$1:0; Quarterly Tickets, \$5:0, for sale
at the office of the Company in Camden, N. J.
Through Tickets can be procored at No. 828
Chesnut street (under the Comfinential Hotel), where
orders can also be left for Baggage, which will be
called for and checked at residences by the Union
Transfer Company. Transfer Company, WEST JERSEY RAILROAD LINES.

WEST JERSEY RAILROAD LINES.
For Bridgeton, Salom, Milivilie, Vineraud, and intermed are stations, at 800 A. M. and 3 50 P. M.
For Cape May, 900 A. M. and 3 15 P. M.
Woodbury Accommodation train at 8:00 P. M.
Bridgeton and Salem Freight Train is a yes Camden daily, at 12 (boon )

Commutation Checks between Philadelphia and all strtions at reduced rates.
WILLIAM J. SEWELL, Superintendent,

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD - SUMMER ARRANGE MENT. - On and after MONDAY, April 13, 1898, trains will leave the Depot, THIRTY-FIRST and CHES-NUT Streets, West Philadelphia, as follows:

At 7:15 A. M. and 4:50 P. M., and leave Rising Sun at 5:15 A. M., and Oxford at 6.4. M., and leave Oxford at 8:20 P. M. A Market Train, with Passenger Care attached, will runten TUESDAYS and FRIDAYS, leaving the Rising Son at 11-65 A. M.; Oxford, 11-55 A. M.; and Kennett, 1 P. M.; connecting at West Chester Junction with a train for Philadelphia.

On WEDNESDAYS and SATUEDAYS Train leaves Philadelphia at 2-30 P. M.; runs through to Oxford. Oxford.

The train leaving Philadelphis at 7.15 A, M, connects at Oxford with daily line of stages for Peach Bottom, in Lancaster county. Returning, leaves Peach Bottom to connect at Oxford with Afternoon Train for Philadelphia.

The strain leaving Philadelphia at 450 P, M, runs to Rising Sun, Maryland.

Passengers are allowed to take wearing apparel only as baggage, and the Company will not in any case be responsible for an anount exceeding one hundred dollars, unless a special contrast be made for the same.

HENRY WOOD. RAILROAD LINES.

READING BAILBOAD.-GREAT TRUNK LINE from Philadelphia to the interfor of reunsylvania, the Schuyfkiii, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest and the Canadas. Summer Arrangement of Passenger Trains, Monday, May 4, 1888, leaving the Company's Depot, Thirteenth and Callowhill streets, Philadelphia, at the following hours.—
NORNING ACCOMMODATIONS.—At 7:30 A. M., for Reading and all intermediate stations, and Allondown.

for Reading and all intermediate stations, and Alicatown.

Returning, leaves Reading at 6:30 P. M., arriving in ribiladeiphia at 9:10 P. M.

MORNING EXPRESS.—At 8:15 A. M., for Reading Lebanon, Harrisburg, Pottsville, Pine Grove, Famaqua, Sunbury, Williamsport, Elmira Rochester, Niegara Falla, Buffalo, Wilkesbarre, Pitaton, York, Carliste, Chan bersburg, Hagerstown, etc.

The 7:30 train connects at Reading with the East Peunsylvania Rallroad trains for Allentown, etc., and the 8:16 A. M. connects with the Lebanon Valley train for Harrisburg, etc., at Peut Clinton with Calawissa Railroad trains for Williamsport, Lock Haven, Emira, etc., at Harrisburg with Northern Central, Comber and Valley, and Schuylill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg Pinegrove, etc.

AFTERNOON ENPRESS.—Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN A. COMMODATION.—Leaves Pottstown at 6:45 A. M., stopping at intermediate stations: arrives in Philadelphia at 4:30 P. M. a grives in Pottstown at 6:35 P. M. a gr

READING ACCOMMODATION-Leaves Reading 7 30 A. M., stopping at all way stations; arrives in hiladelphia at 10 15 A. M. Returning, leaves Philadelphia at 5 15 P. M.; arrives

Philadelphia at 10 15 A. M.,

Returning, leaves Philadelphia at 5 15 P. M.; arrives in Reading at 80 P. M.

Trains for Philadelphia leave Harrisburg at 5 10 A. M., and Pottsville at 8 5 A. M., arriving in Philadelphia at 1 P. M. Alternoon trains leave Harrisburg at 2 05 P. M. and Pottsville at 2 35 P. M.; arriving at Philadelphia at 6 5 P. M.

Harrisburg accommodation leaves Roading at 7 15 A. M., and Harrisburg at 4 10 P. M. Connecting at Reading with Alternoon Accommodation south at 6 30 P. M., arriving in Philadelphia at 9 10 P. M.

Marke train, with a Passenger car attached, leaves Philadelphia at 12 45 100 n for Poutsville and all Way Stations; leaves Pottsville at 7 A. M. for Philadelphia and all other Way Stations.

All the above trains ron daily, Sundays excepted, Sunday trains leave routsville at 8 80 A. M., and Philadelphia at 8 35 P. M.; leave Philadelphia for Reading at 8 30 A. M., returning from Reading at 4 25 P. M. P. M.
CHESTER VALLEY RAILBOAD.—Passengers for Downinglown and intermediate points take the 7-20 A. M., 12-35 and 4-20 P. M. trains from Philadelphia, returning from Downingtown at 6-20 A. M., 1900, and 5-35 P. M. FERRIOMEN RAILROAD,-Passengers for Col-

FERKIOMEN RAILROAD,—Passengers for Collegeville take 7.0 A. M. and 450 P. M. trains from Philadelphia, returning from Collegeville take 7.0 A. M. and 159 P. M. trains from Philadelphia returning from Collegeville at 701 A. M. and 139 P. M. Stape lines for various points in Perkionen Valley connect with trains at Collegeville.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.—Leaves New York at 9 A. M., 500 and 8:00 P. M., passing Feading at 1 A. M., 150 and 10:10 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Rairroad Express Trains for Pittsburg, Chicage, William, port, Edmira, Baitimore, etc., Returning, Express Train leaves Harrisburg, on arrival of Penns Ivania Express from Pitsburg, at 3 and 5:25 A. M., 9:35 P. M., passing Reading at 4:49 and 7:65 A. M., and 11:49 P. M., arriving at New York, 10:10 and 11:45 A. M., and 5:00 P. M. Sleeping Cars accompanying these trains through between Jersey City and Pittsburg, without change.

Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:05 P. M. Mail train for Herrisburg at 8:10 A. M. and 2:05 P. M. Mail train for Herrisburg at 8:10 A. M. and 2:05 P. M. Mail train for Herrisburg at 8:10 New York at 12 Noon.

ew York at 12 Noon, SCHUYLKILL VALLEY RAILROAD - Trains leave Pottsville at 6°30 11°00 A. M., and 7°15 P. M., returning from Tamaque at 7°35 A. M., and 1°30 and 4°35 CHUYLKILL AND SUSQUEHANNA RAIL-ROAD.—Trains leave Auburn at 7:35 A. S. for Pine-grove and Harrisburg, and at 12:45 P. M. for Pine-grove and Tremont; returning from Harrisburg at 5:55 P. M., and from Tremont at 7:40 A. M., and 5:35

TICKETS.-Through first-class tickets and emigrant tickets to all the principal points in the North nd West and Canadae.

Excursion Tickets from Philadelphia to Reading intermediate stations, good for day only, a Morning Accommodation, Market Train, i Pottatown Accommodation Trains, at reduce

Excursion Tickets to Philadelphia, good for day only, are sold at Reading and Intermediate etations by Reading and Pottstown Accommodation Trains at The following tickels are obtainable only at the The following tickets are obtainable only at the Office of S. Bradford, Treasurer, No. 237 S. Fourth street, Philadelphia, or G. A. Nicholls, General Super-intendent, Resaltng.

Commutation Ticket at 25 per ceut, discount, between any points desired, for families and firms.

Milesge Tickets, good for 2000 mice, between all points, at \$5250 each, for families and firms.

Season Tickets, for three, six, niae, or twelve months, for holders only, to all points at reduced rates. cates. Clergymen residing on the line of the road will be furnished with cards entiting themselves and wives

furnished with cards entitling themselves and wives to tickets at hall fare.

Excursion Tickets from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced lare, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREMGHT.—Goods of all descriptions forwarded to all the shove politis from the Company's New Freight Depot, Broad and Willow streets.

Freight Trains leave Philadelphia duily at 5°39 A.

M., 12°45 noon, and 6 P. M., for Reading, Lebanon, Harimburg, Pottaville, Port Clinton, and all points beyond. histis close at the Philadelphia Post Office for Mais close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 215 P. M., BAGGAGE.—Dongan's Express will collect Bag-gage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. Fourth street, or at the Depot, Thirteenth and Callowhill streets,

DENESYLVANIA CENTRAL RAILROAD. SUMMER TIME, TAKING EFFECT MAY 11, 1868. SUMMER TIME, TAKING EFFECT MAY 11, 1863.
The trains of the Pennsylvania Central Rallread leave the Depot, at THIRTY, FIRST and MARKET Streets, which is reached directly by the Market Streets cars the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Wainut Streets cars run within one square of the Depot.

On Sundays—The Market Street cars leave Front and Market streets thirty-five minutes before the departure of each train and Market streets thirty-live minutes before the de-parture of each train

Steeping Car Tickets can be had on application at the Ticket office N. W. corner Ninth and Cheenut areus, and at the depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Cheenut silect, or No. 116 Market street, will receive attention

receive attention. LEAVE DEPOT, VIZ:-

No. 116 MARKET ctreet,
SANUEL H. WALLACE,
The Pennsylvenia Raitroad Company will not assume any tisk for Bagange, except for Wearing Apparel and dunit their responsibility to One Hundred Doliars in value. All Bagange exceeding that amount in value with be at the 11sk of the owner, unions taken by special contract. EDWARD H. WILLIAMS,
429 General Superintendent, Altoona, Pa.
DHILADELPHIA, GERMANTOWN, AND
KOCRISTOWN RAILEGAD—TIME TABLE,
FOR SERMANTOWN.
Leave Philadelphila 6, 7, 8, 955, 16, 11, 12 A, M., 1, 2, 34, 45, 655, 7, 8, 9, 16, 11, 12 P, M.
Leave Germantown 6, 7, 78, 8, 820, 9, 10, 11, 12 A, M., 1, 2, 3, 4, 5, 655, 7, 8, 9, 16, 11, 12 P, M.
The 820 Down Train, and 35 and 55 Up Trains will not stop on the Germantown Branch.

ON SUNDAYS.
Leave Philadelphia 25, A, M., 2, 7, 10M P, M.
Leave Germantown 85, A, M., 1, 6, 95, P, M.
CHESTNUT HILL BAILEGAD.
Leave Philadelphia 28, 8, 12, A, M., 2, 35, 154, 7, 9 and 11 P, M.
1 cave Chestnut Hill 7th, 8, 949, and 1110 A, M., 149, 840, 540, 640, 840 and 10 40 P, M.
Leave Chestnut Hill 7th, 8, 949, and 1710 A, M., 149, 806, 540, 840 and 10 40 P, M.
Leave Chestnut Hill 7th, 8, 940, and 170 A, M., 1249, 807, 540, 640, 840 and 10 40 P, M.
Leave Chestnut Hill 7th, 8, 940, and 170 A, M., 1249, 808, CONSHOHOKEN AND NORRISTOWN.

Leave Chestnut Hhi 7:50 A. M., 12:40, 5:40 and 9:25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 5, 7%, 9, and 11:05 A. M., 1½, 3, 4½, 5½, 623, 805 and 11½ P. M.
Leave Norristown 5:40, 7, 7:50, 9, and 11 A. M., 1½, 3, 4½, 6½, and 5½ P. M.
ON SUNDAYS.
Leave Philadelphia 6 A. M., 2:30 and 7:15 P. M.
Leave Norristown 7 A. M., 6:70 and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia 6, 7½, 9, and 11:65 A. M., 1½, 3, 1½, 5½, 6½, 80, and 11½ P. M.
Leave Manayunk 6:10, 7½, 8:20, 9½, and 11½ A. M., 2, 3½, 5, 6½, and 9 P. M.

Leave Philadelphia 9 P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½ and 7½ P. M.
Leave Manayunk 7½ A. M., 6 and 9½ P. M.

W. S. WILSON, General Superintendent,
Depot, NINTH and GREEN Streets.

GET THE BEST-THE HOLY BIBLE-HARD Ting's Editions—Family, Pulpit and Pocket Bible in beautiful fatyles of Turkey Morocco and antique bindings. A new edition, arranged for photographic pertraits of families.

WM. W. HARDING, Poblisher,

No. 149 CHESNUT Breef below Fourth RAILROAD LINES.

1868. FOR NEW YORK. THE CAMDEN AND TRENTON RAILROAD COMPANY LINES. FROM PHILADELPHIA TO NEW YORK. AND WHARF, At 5:20 A. M., via Camden and Amboy Accomm At 8 A. M., via Camden and Jersey Chy Ex-At 3 2 P. M., via Camden and Amboy Express., 3 00 At 3 30 P. M., via Camden and Jersey Orty Ex-

dapro, and 10 A. M., 1, 2, 3, 3 30, 4 30, 6, and 11 33 P. M., for Florence.
At 5:30 and 10 A. M., 1, 3, 4:30, 8, and 11:30 P. M. for Edgewater. Eliverside, Riverton and Palmyra, 2 P. M. for Hiverton and 3:30 P. M. for Palmyra, At 5:30 and 10 A. M., 1, 5, 4:30, 6, and 11:30 P. M. for Fish House.
The 1 and 11:30 P. M. Lines leave from Market Street Form (unper side).

The I and II 30 P. M. Lines leave from Market Street Ferry (upper side).

PROM KENSINGTON DEPOT.

At II A. M., via Kensington and Jersey City, New York Express Line Fare \$1.

At 7 and II A. M., 230, 3 %, and 5 P. M. for Trenton and Bristol. And at 10 15 A. M. for Bristol.

At 7 and II A. M., 230, and 5 P. M. for Morrisville and Tullytown. At 7 and 10 15 A. M., 2 30, and 5 P. M. for Schencks

At 7 and 10:18 A. M., 2:30, and 5 P. M. for Schencks and Eddington.
At 7 and 10:18 A. M., 2:30, 4, 5, and 6 P. M. for Cornwells, Torrisdaie, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

\*\*YHOM WEST PHILADELPHIA DEPOT,\*
At 9:30 A. M., 1:30.6:30, and 12 P. M. New York Express Lines, via Jersey City, Fares 2:23,
At 1:A. M., Emigrant Line, Fare, 22,
The 9:30 A. M., and 6:36 P. M. Lines will run daily,
All others, Sundays excepted.
At 9:30 A. M., 1:30, 6:30, and 12 P. M. for Trenton.
At 9:30 A. M., 1:30, 6:30, and 12 P. M. for B istol.
At 12 P. M. (Night), for Morrisville, Tullytown,
Federack's, Eddington, Cornwells, Torrisdaie, Holmes
burg, Tacony, Wissinoming, Bridesburg, and Frankford.

For lines leaving Kensington Deput take the cars on Third or Fifth streets, at the nutstreet, 30 minutes before detarture. The cars on Market street Railway and direct to West Philadelphia Depot; Chesaut and Walhut within one square. On Sundays the Market street cars will run to connect with the 9-30 A. M. and 6-50 P. M. lines. RELVIDERE DELAWASE RAILROAD LINES.

At 700 A. M. for Nisgara Fails, Boffalo, Dunkirk, Einirs, Ithaca, Oweso, Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkesbarre, wege, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain etc.
Al 760 A. M and 330 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Ession, Lambertville, Flemington, etc. The 330 P. M. Line connects direct with the Train leaving Easton for Macch Chunk, Allentown, Bethlehem etc.
Al 579 M. for Jacobertville and intermediate Sta. At 5 P. M. for Lambertville and intermediate Sta-

CAMDEN AND BURLINGTON CO., AND PEMBERTON AND HIGHTSTOWN RAILROADS,
From Market St. Ferry (upper shite.)
At 8 A. M., 1, 4, and 6 15 P. M., for Merchantsville,
Moorestown Eartfurd, Masonville, Hainstort, Mount
holly, Smithville, Ewansville, Vincentown, Birnilegham, and Pemberton.
At 1 and 4 P. M., for Lewistown, Wrightstown,
Cockstown, New Egypt, Homerstown, Gream Ridge,
Imigystown, Sharon, and Hightstown.

Imispatown, sharon, and Hightstown.

Fifty pounds of bargage only are allowed each pensenger. Passengers are prohibited from taking anything as bargage out their wearing apparel. All bargage ever fifty pounds to be paid for extra. The Company limit their responsibility for bargage to one dollar per pound, and will not be linble for any amount by yond \$100, except by special contract, Tickets sold and bargage checked direct through to Bosion, Worcester, Springsfeld, Hartford, New Haven, Providence, Newport, Albany, Troy, Saratoga, Utica, Rome, Syracuse Rochester, Baffano, Niagara Fails, and Suspension Biloge.

An additional Ticket Office is located at No. 828 Chesnet street, where Tickets to New York and all important points North and kast may be procured. Persona purchasing Tickets at this Office can have their bargage checked from residence or botel to destination by Union Transfer Baggage Express.

LINES FROM NEW YORK FOR PHILADELPHIA. LINES FROM NEW YORK FOR PHILADELPHIA. Will leave fr. m foot of Courtland street at 7 A. M., I and 4 P. M., and 12 night via Jerrey City and Cauden; at 6 30 P. M. via Jerrey City and Kensington; at 10 A. M., 12 M., and 5 P. M. via Jersey City and West Philacelphia.

Philaceiphia.

From Pier No. 1 North Eiver at 5:20 A. M. Accommodation, and 2 P. M. Express, via Ambay and Camden.

William H. GATZMER, Agent. WEST CHESTER AND PHILADELPHIA
RAILROAD.-SUMMER ARRANGEMENT, The control of the co Points at 5:30 P. M.

Trains leaving West Chester at 7:30 A. M., and leaving Philadelphia at 4:50 P. M., will stop at B. C. Jonction and Media only. Passengers to or from station between West Chester and B. C. Junction, going East, will take train leaving West Chester at 7:15 A. M., and going West will take train leaving Philadelphia at 4:50 P. M., and transfer at B. C. Junction.

tion.

The Depot in Fhiladelphia is reached directly by the Chesnut and a Wanut Street can. Those of the Market Street line run within one square. The cars of both lines connect with each train upon its arrival.

ON SUNDAYS.

cars of both lines connect with each train upon its arrival.

ON SUNDAYS,
Leave Philadelphia at 8 00 A. M. and 2 00 P. M.
Leave West Chester at 7 4 A. M., and 6 00 P. M.
Trains leaving Philadelphia at 7 15 A. M. and 4 50 P. M., and leaving West Chester at 7 30 A. M. and 4 50 P. M., connect at B. C. Junction with Trains on P. & B. C. R. R., for Oxford and intermediate points.
Passengers are allowed to take Wearing Apparel only, as Baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars unless a special contract is made for the same.

HENRY WOOD, General Sup't, Philadelphia, April 1st, 1868.

PHILADELPHIA AND ERIE RAILROAD,-SUMMER TIME TABLE,
Through and direct route between Philadelphia,
Baltimore, Harrisburg, Williamsport, to the Northwest, and the Great Oil Region of Pennsylvania.
ELEGANT SLEEPING CA 83 on all Nignt Trains.
On and after MONDAY, May 11, 1888, the trains
on the Philadelphia and Eric Railroad will run as
follows:

...11'00 A. M 

CAMDEN AND ATLANTIC RAILBOAD. On and after MONDAY, May 4, trains will leave VIN it Street Ferry as follows, viz.:— 7:30 A. M.

PREIGHT LINES FOR NEW YORK AND ALL POINTS NORTH at a EAST, and for all Stations on Camden and Amboy and Connecting Railroads, from Wainut street wharf.

Freight for all way points on the Camden and Amboy, Frechold and Jameaburg, and Burlington County Railroads, forwarded at 12 o'clock Noon For Trenton, Princeton, Eingston, Rocky Hill and all points on the New Jersey and Belvidore Railroads, forwarded at 2½ P. M.

For New York, at 12, 2½, and 5 P. M.

Froight received from 7 A. M. to 6 P. M.

A slip memorandum, specifying the marks and numbers, snippers and comis ness, must in every instance be sent with each icag of goods.

WALTER PREEMAN, Agent.

No. 328 S. Delaware Avenue.

HAST FREIGHT LINE, VIA NORTH barre, Mahanoy City, Mount Carmel, Centralta, and all points on Lehigh Valley Raliroad and its pressure.

all points on Lenga value branches.

By new arrangements, perfected this day, this road is suched to give increased deepaich to merchandise consigned to the above named points.

Goods delivered at the Through Freight Depot, E. corner of FRONT and NORLE Streets, Before 5 P. M., whireach Wilkesbarre, Mount Carmet, Mahanny City, and the other stations in Mahanny City, and the other stations in Mahanny calleys before it A. M. of the succeeding day.

[7 5]] FLLIS CLARK, Agent.

AUCTION SALES.

M. S. FOURTH Street, NOS. 139 AND 141

BANDSOME FURNITURE, ROSEWOOD PIANOFORTE, OIL PAINTINGS, ELEGANT BRUSEELS AND OTHER CARPETS, ETC.
On Friday morning,
July a at 10 o'clock, at No. 519 Pine atreet by cataleque, the entire household inruiture, including:—
Landsome clied wainut parlor suit, covered with
green plush; wainut dining-roem and chamber furniure; elegant rosewood seven octave plano, made by
Meyer; fine hair mattresses; e egant B ussels and
other carpets; China; glassware; superior refrigeralor; cooking utensils, etc. increase, the second of the se THOMAS EIRCH & SON, AUCTIONEERS AND COMMISSION NEROHANTS, No. 1116 CHESNUT Street; rear entrance No. 1107 Sansom 81.

CHESNUT Street; rear entrance No. 1107 Sansom St.

Sale at No. 1110 Chesnut street,
HOUSEHOLD FERNITURE PIANO FORTES,
CARPETS, MIRRORS SEWING MACHINES,
MATTING, WALL PAPER, ETC.
On Friday Morning,
At 9 o'clock, at the auction store, No. 1'10 Chesnut
street, will be sold a large assortment of Superior
Household Furniture comprising—E egent walnut
parlor suits, in Freen and marcon plu-b: Horary and
sitting-room suits, in reper waters and cottage
chamber suits, wardrobes, bookcases, extension
dibing tables, spring and hair mattresses, other dashs
and tables, cane-seat, wainut, and oak chairs, Catha,
cut glass, plated ware, etc.
PIANO-FORTES—Three rosewood plano-fortes,
SEWING MAUHINES—Also, about 20 sewing
machines, by Ladd & Webster, Wilcox & Gibbs,
Hinkie & Lyon, Parham, and others,
WALL PAPER—Also, an invoice of wall caper,
borders, and fiag paper.

IPPINCOTT, SON & CO., AUCTIONEERS,
Ashum Building, No. 246 MARKET Street.

CONSIGNMENTS of American and Imported Dry

CONSIGNMENTS of American and Imported Dry Goods, Hostery Goods, etc., are solicited for our

Spring Salva.

Liberal Cash advances made upon goods to be sold for Cash, or upon our regular terms, via. —
Four months credit. POSITIVE CLOSING SPECIAL SALE OF STRAW

On Friday Morning,
July 3°, at 10 o'clock, by catalogue, on four months'
oredit, 200 cases of straw Goods, comprising a tult line
of new styles for ladies and misses; also, an invoice of
men s and buys' hats.
Attotion is called to this sale as it is the last special sale of these seon.

cial sale of the stated to MARTIN BROTHERS, AUCTIONEERS. No. 529 CHESNUT St., rear entrance from Minor.

Peremotory Sale at No 1131 Market street.

STRAM ENGINES, I.A.THE, DRILL PRESS,
TOOLS, ETU,
On Friday morning.

July 10, at 10 o'clock, at No. 1124 Market street,
second story, by order of John Davicson, to close the
partnership concern of Phelegar & Davidson, one
eight-hore steam engine and boler; steam engine
unfinished; drill press and tools made by C. H.
Smith, turning lathe and tools, made by C. H. Smith;
stu dries, etc. ani ories, etc.

The Steam Engine may be seen at any time at Beal's
Mills, No. 827 South Front street.

[72 64]

C. D. McCLEES & CO. (SUCCESSORS TO RET Street. No. 506 MAR-121 BUNTING, DURBOROW & CO., AUCTION DE EKIRS, Non. 2st and 234 MARKET Street, core ner of Bank street. Successors to John B. Myers & Left

WATCHES, JEWELRY, ETC. HAVING PURCHASED THE INTEREST OF THOMAS WRIGGINS, ESQ. My late partner in the firm of WRIGGINS & WAR-

DEN, I am now prepared to offer A NEW AND VARIED STOCK OF WATCHES AND JEWELRY.

AT THE OLD STAND, S. E. CORNER FIFTH AND CHESNUT STS. And respectfully request a continuance of the pa-trenage so long and liberally bestowed upon the late firm. Particular attention given to the repairing of WATCHES AND JEWELICY.

JEWELRY! **JEWELRY!** S. E. Corner Tenth and Chesnut.

Philadelphia, March 16, 1868.

NEW STORE. NEW GOODS. WRICGINS & CO., (Formerly Wriggins & Warden. Fifth and Chesnut) invite attention to their New Jewelry Store, S. E. corner TENTH and CHESNUT Streets.

We are now prepared, with our Extensive Stock, to offer GREAT INDUCEMENTS to buyers. offer GREAT INDUCEMENTS to ouvers.
WATCHES of the most celebrated mekers, JEWELRY, and SILVER WARE, always the latest designs and best qualities.
Goods especially designed for BRIDAL PRESENTS,
Farticular attention given to the Repairing of
WATCHES AND JEWELRY.
[61 mwf

WRIGGINS & CO. S. E. Corner Tenth and Chesnut Streets.

A. B. WARDEN.

6 8 wfm2m

BLANK BOOKS. HIGHEST PREMIUM AWARDED FOR BLANK BOOKS,

By the Paris Exposition.

WM. F. MURPHY'S SONS, No. 339 CHESNUT Street.

Printers, and Stationers. A full assortment of BLANK BOOKS AND COUNT-ING-HOUSE STATIONERY constantly on

Blank Book Manufacturers, Steam Power

RAILROAD LINES.

BALTIMORE AND OHIO RAILROAD.—
Trains between WASHINGTON AND BALTIMORE, and WASHINGTON AND THE WEST are

MORE, and WASHINGTON AND THE WEST are now run as follows, viz:—
FOR RALTIMORE.
Leave daily, except Sunday, at 7'00, 7'45, and 12'30 P, M., and 2'00, and 4'30 and 8'45 P. M., EVALUATIONS.
Leave daily, except Sunday, at 7'60 A. M., and 2'00 and 8'45 P. M.
FOR WAY STATION SOUTH OF ANNAPOLIS JUNCTION.
Leave at 615 and 7'00 A. M., and at 2'00 and 4'35 P, M.

Leave at 7:00 A. M., and at 2:00 and 4:35 P. M.

FOR ANNAPOLIS.
Leave at 7:00 A. M. and 4:30 P. M. No trains to or from Annapolis on Sunday.

FOR BALTIMORE.
Leave at 7:45 A. M., and 4:30 and 8:45 P. M.

FOR MAY STATIONS.
Leave at 7:45 A. M., and 4:30 and 8:45 P. M.

FOR ALL PARTS OF THE WEST.

Leave at 1:45 A. M., and 4:30 and 8:45 P. M.

OR Saturday at 7:45 A. M., and 2:30 P. M.

On Saturday at 7:45 A. M., and 2:30 P. M.

On Saturday at 7:45 A. M., and 2:30 P. M.

On Saturday at 7:45 A. M., and 2:30 P. M.

On Sunday at 4:30 and 8:45 P. M. only, connecting at Relay Station with trains from Baltimore to Whiseling. Parkersburg, etc.

Through Tickets to the West can be had at the Washington Station Ticket office, at all hours in the day, as well as at the new office of the Bankers' and Brokers' Teleg aph Line, No. 348 Pennsyvania avenne, between sixth and Seventh Streets.

For New York, Philadelphia, and Boston, see advertisement of "Through Line."

1. M. COLE, Seneral Ticket Agent, L. M. COLE, Seneral Ticket Agent, School College B. KOONTZ, Agent, Washington.

THEOUGH LINE BETWEEN WASHINGTON Trains between Washington and New York are now run as follows, viz.—
FOR NEW YORK, without change of cars.
Leave daily (except Sunday) at 745 A. M., 1230 and 7 P. M. FOR PHILADELPHIA.

Leave daily (except bundar) at 7 42 and 12 18 P. M., and 4 20 and 7 P. M. ON SUNDAY,
Leave for New York and Philadelphia at 7 P. M.

SLEEPING CARS for New York on 7 P. M. train SIEEPING CARS for New York on 7 P. M. train daily.

Through Tickets to Philadelphia, New York, or go ten, can be had at the Estion Office at all hours in the day, as well as at the new office in the Bankers' and Brokers' Telegraph Line, No. 348 Pennsylvania accence, between Sixth and Seventh streats.

See Estimore and Onto Railroad advertisement and schedule between Washington, Baltimore, Annapolis, and the West.

J. L. Willson, Master of Transportation.

L. M. COLE, General Ticket Agent.

2251] GEO F. LOONTZ, Agent, Washington.

THE ADAMS EXPRESS COMPANY, OFFICE

Packages, Merchandre, flank Note, and Specie, enter by its own lines or in connection with other Express Companies, to all the principal towns and clies in the United States.

277: JOHN MINGHAM, Superintendent,